



## 9.0 FLAGGING

- 9.1** Where two or more flaggers are to be used and are unable to see each others, two-way radio communications shall be used.
- 9.2** If the entire work area is visible from one station, a single flagger may be used, subject to other safety considerations.

## 10.0 VEHICLES

- 10.1 Work vehicles should not occupy or be stopped in a lane beyond a horizontal curve or a vertical curve (hill). Instead, vehicles stopping are to be pulled as far off the road as possible or be otherwise parked in a manner as to inhibit the movement of traffic as little as possible. If stopping is necessary and no protection vehicle is available, place channelizing devices in conformance with the placement of channelizing devices at curves as specified in 7.0, Channelizing Devices.
- 10.2 Work vehicles, if required, should not occupy any part of the buffer area; instead vehicle(s) may occupy part of the work area.
- 10.3 Vehicle safety lights (amber in color) shall be approved by the Office of Traffic & Safety.
- 10.4 A protection vehicle with a rear truck-mounted attenuator (TMA) shall be required for all work operations on freeways, where no formal lane closure exists. A formal lane closure condition includes a full complement of advance warning devices, a lane closure taper of channelizing devices and channelizing devices to define the work area as required. A protection vehicle shall also be required for highway marking and may be required under other traffic and work conditions in conformance with SHA policy or as directed by the Engineer. The protection vehicle may be considered the initial advance warning for some mobile work operations. This vehicle should be used in advance of horizontal and/or vertical curves to provide

SPECIFICATION <b>104</b>		CATEGORY CODE ITEMS	<b>Maryland Department of Transportation</b> <b>STATE HIGHWAY ADMINISTRATION</b> STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES  <b>GENERAL NOTES</b>
APPROVED		 DIRECTOR - OFFICE OF TRAFFIC AND SAFETY	
 <b>SHA</b> State Highway Administration	APPROVAL • SHA REVISIONS	APPROVAL • FEDERAL HIGHWAY ADMINISTRATION	
	APPROVAL <b>9-10-96</b>	APPROVAL <b>9-27-96</b>	
	REVISED <b>10-1-01</b>	REVISED	
	REVISED	REVISED	
	REVISED	REVISED	<b>STANDARD NO.</b>
	REVISED	REVISED	<b>MD 104.00-11</b>